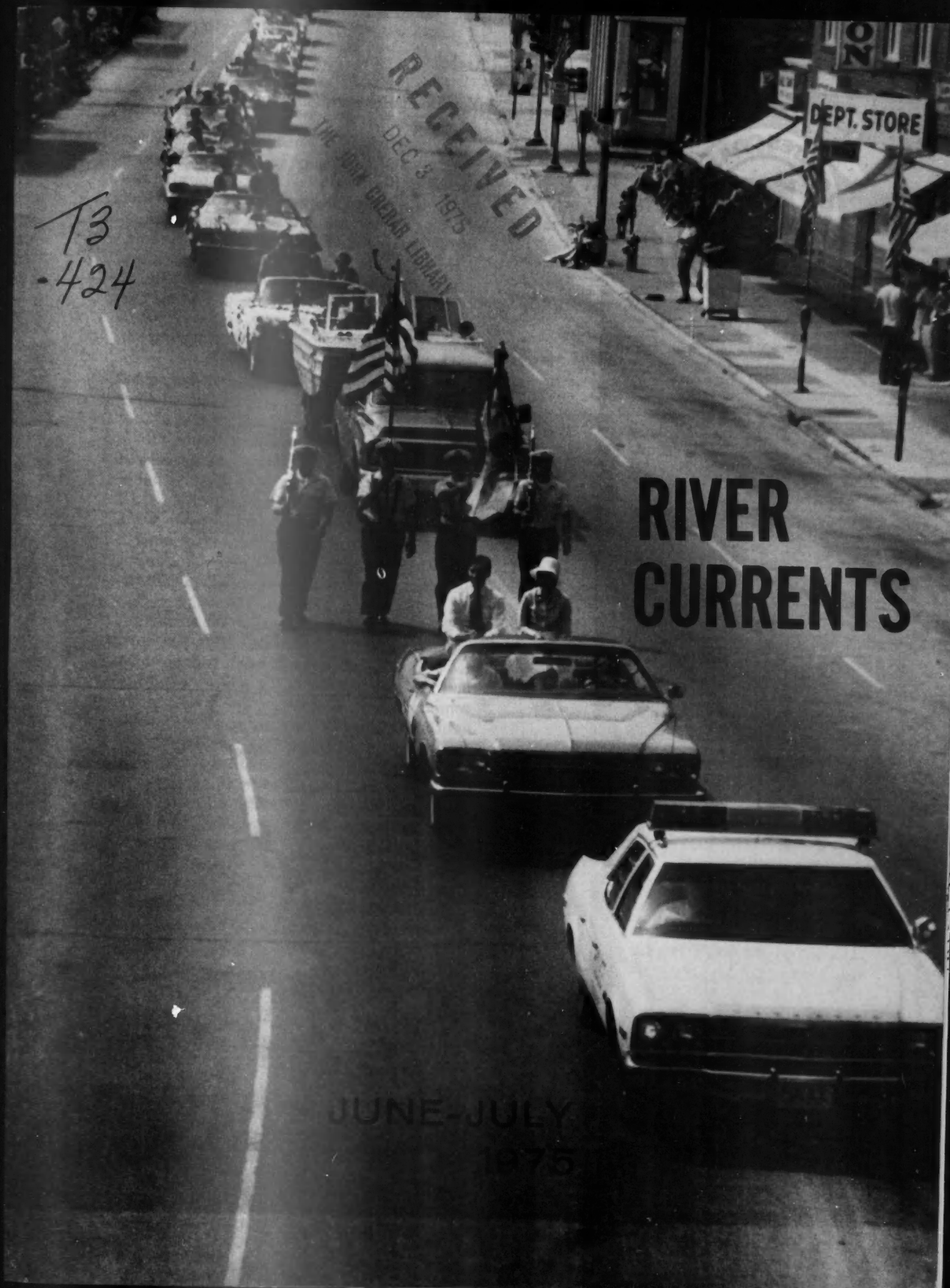


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RIVER CURRENTS

JUNE-JULY
1975





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You Don't Have to Come Back . . .

Daylight was just breaking over the water after a wild and stormy night. The lighthouse keeper climbed the long flight of spiral stairs and extinguished the light and hung its cloth covering around it to protect it from the bright sun's rays that might soon peep out of the east.

He looked far below at the troubled waters. Huge waves broke and roared upon the shore. White water tumbled about as far as his eye could see.

What was that fleck of a different white out yonder? The grizzled lighthouse keeper grabbed for his binoculars, adjusted them to his eyes, located the white fleck. It floated sluggishly in the water.

"Great Caesar!" groaned the keeper. "It's a small gasoline cruiser and he's tied his shirt on his flag mast. It's a wonder he floats at all in that sea. Distress call, sure enough."

Down those long stairs the keeper went, straight to his surf boat. He hurried to launch it into the heaving seas. He shouted for his assistant, who presently appeared and lent the old man a hand.

The distressed cruiser had also been sighted by a passing truck driver, off to an early morning start along the road at the top of the bluff. He had turned off the highway and was coming down the little side road to the lighthouse. He left his truck and came to where the men were launching their small boat.

"Hey, you fellows, see that cruiser out there?" he shouted above the noise of the breakers.

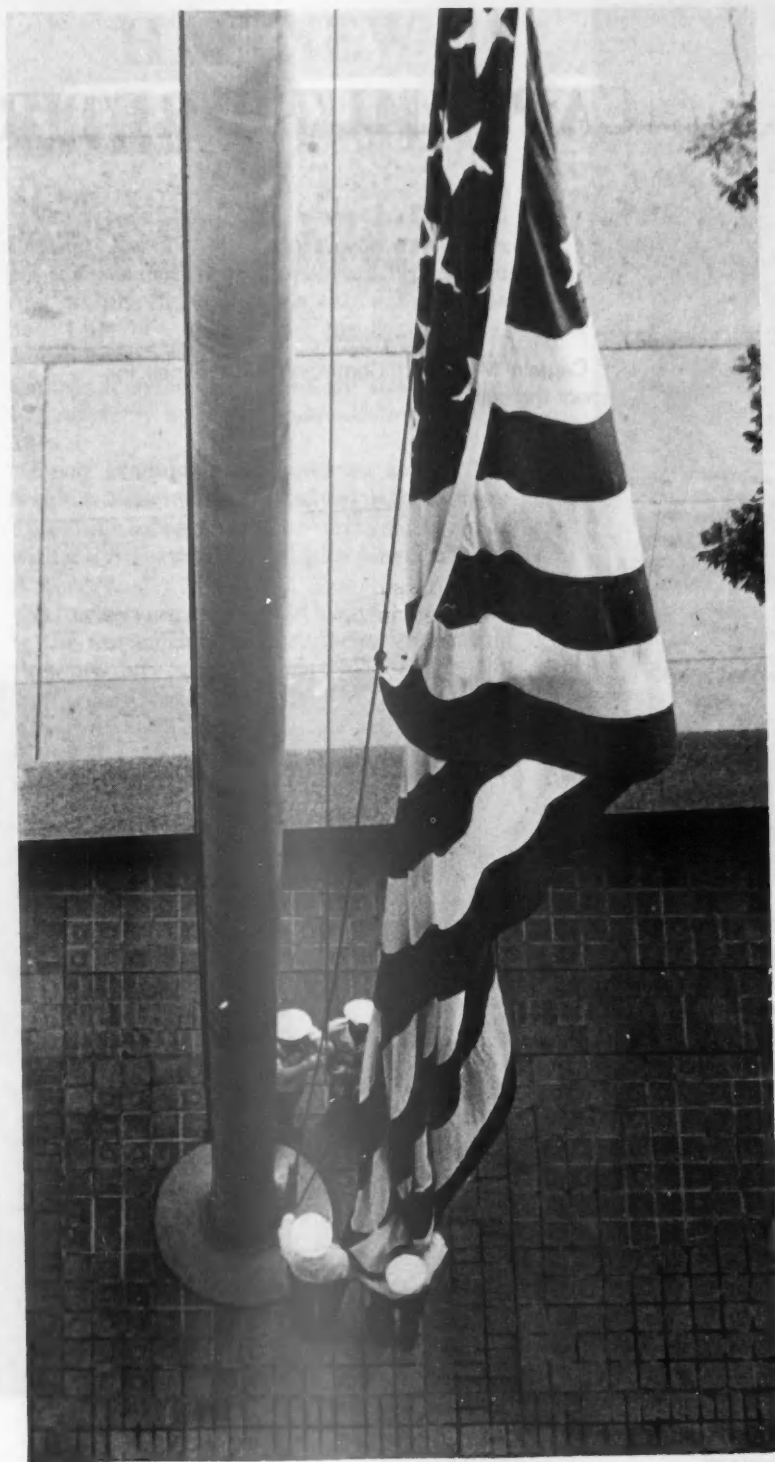
The two workers nodded silently.

"You're not a-goin' out there to it in that there little tub, are ya?" he asked in amazement, and continued helpfully, "you'll never get back if you do!"

"Mister," said the old keeper, turning to the stranger, "our book here says that we gotta go out; it doesn't say we gotta come back!"

OUR COVER: The Fourth of July means fireworks and parades. This parade, held in Ferguson, Missouri featured a color guard and a Boating Safety Detachment from Reserve Unit 82161 at Lambert Field, St. Louis. The car leading the parade carried Representative Jim Symington.

Back Cover: The administrative heart of the Second Coast Guard District. 1520 Market St., St. Louis.



"I DIDN'T KNOW IT WAS SO WIDE"

Where were you Saturday morning, June 14? Maybe you got out your best flag to hoist at your unit. Maybe you were home and raised a flag there, thinking on Flag Day of all that our flag symbolizes.

For some of the men at the district office here in St. Louis, Flag Day was a big day for more reasons than one. The men of the color guard came in that morning to raise a 19 by 38 foot garrison flag on the pole in front of the Federal Building at 1520 Market Street. The flag belongs to General Services Administration who leases the offices to the Second Coast Guard District. The color guard is responsible for putting up and taking down the flag in front of the building during the week. Normally on weekends the sentry who has duty raises colors, but with a flag so large four men of the color guard came in to do the honors.



CAPT. MUTH RETIRES

Captain Muth and Commander O'Donnell inspect the staff.

Captain Harold D. Muth retired June 30th after a total of over thirty-four years service with the Coast Guard. In his service the former Chief of Staff for the Second District had fifteen years of sea duty. He commanded four cutters, served on vessels and stations on both coasts, and two tours of duty at Coast Guard Headquarters. As a Commander he was assigned to the Aids To Navigation Branch of the Second District. He left St. Louis when he received orders for his second tour at Headquarters where he served as Chief of the Aids To Navigation Division there.

Returning to St. Louis, he served as Operations Officer then his last assignment here as Chief of Staff.

He and his family plan to remain in the St. Louis area for the time being.

An interesting sidelight to his personality is a comment he made that was printed in the February 1967 issue of *River Currents*. "If you have ever felt uneasy or overawed when in the presence of a Captain, there is a simple remedy. Visit a local yacht club or marina. Everybody who wears tennis sneakers is called 'Captain'. Half of them wear skirts — or shorts. These are the real CO's — at least they command the most attention."

The quote was made when the then Commander was stationed in the Second District Aids to Navigation Office.



A tongue in cheek presentation in the Admiral's office.

DISTRICT HAS NEW CHIEF OF STAFF

The Second District has a new Chief of Staff. Captain Robert W. Johnson assumed the position when Capt. Harold Muth retired the first of July. Since 1973, Captain Johnson has been Chief of Operations for the District.

A veteran of 29 years Coast Guard service, Captain Johnson received his commission from the Academy at New London, Connecticut in 1946.

Upon graduation he reported to the ice-breaker Northwind and helped lead a Navy expedition to the Arctic. The next year he sailed with a Byrd expedition to Little America in the Antarctic.

After serving on the Northwind, he reported to the Cutter Balsam in Astoria, Oregon and then saw duty as Operations Officer aboard the Cutter Iroquois in Hawaii. His next assignment, also in Hawaii was at the district office at Honolulu.

His next assignment was a student at the Navy Postgraduate School at Monterey, California where he studied Naval Communications. After his training he was assigned as Communications Officer at the 17th District Office in Juneau, Alaska. He followed this tour with a tour as Communications Officer at the Ninth District Office in Cleveland.

Sticking with the communications field, Johnson then served as Assistant Chief, Communications Division at Coast Guard Headquarters and Chief of Communications for Commander, Pacific Area in San Francisco.

Our new Chief of Staff wears the Command At Sea insignia, having commanded the buoy tender Mariposa at New London, Connecticut and the weather cutter Pontchartrain at Long Beach, California.

In 1969 Captain Johnson studied computer management at the Industrial College of the Armed Forces in Washington, D.C. and received a master's degree in Business Administration. Just prior to reporting to the Second District he was assigned as Chief of the Computer Division at Coast Guard Headquarters in Washington, D.C.





LORI TESTS NEW UNIFORM

by PA1 Chuck Kern

If any family could illustrate the slogan "We're a Coast Guard Family", it would be David and Lori Jean Schrock. The young couple are stationed at 1520 Market Street at the headquarters of Commander Second Coast Guard District. Their marriage was the result of a "cross country romance" which began when they met at boot camp in Cape May, New Jersey. They began dating when both were attending school at Coast Guard Training Center, Petaluma, California. They married in Toledo, Ohio and Lori reported to the Second District in January this year. She divides her duties between the Word Processing center and the front office where she assists the Admirals secretary. David completed his training at Petaluma and reported to St. Louis in June sporting a brand new Radioman Third Class "crow" on his sleeve.

YN3 Lori Schrock wears the proposed jumper uniform while working in the front office.

By the time the two were re-united, Lori was wearing a new uniform. She is one of two women in the Second District to test and evaluate the proposed Coast Guard womens uniform. Thirty women Coast Guardwide were selected to wear the new prototype designed by Edith Head of Universal Studios. Miss Head volunteered to design the new Coast Guard womens styles, the first proposed change in womens uniforms since women first entered the service. Previously, Coast Guard women wore the Navy uniforms with insignia changes.

The evaluation procedure is the same as was used when the new male uniform was tested. Each participant in the program receives several proposed uniform items, instructions for wear and care of the items, and questionnaire forms. During a sixty day period, the women wear the uniforms during work and dress occasions.

One uniform style being tested is a Coast Guard Blue jumper, with both long and short sleeve blouses in light blue. A light blue scarf with a "racing stripe" design completes the outfit. The uniform would be used for office work situations. It is a very stylish outfit and Lori says it is very comfortable, but several women have found that the jumper has a tendency to shrink lengthwise when cleaned.



Lori marches with the color guard during the St. Louis Strassenfest Parade.

A light blue knit summer top is being tested to be worn in conjunction with a Coast Guard Blue knit skirt or knit slacks. Lori has worn the summer uniform on color guard details and members of the American Legion commented on those occasions that it complements the new male uniforms beautifully.

She has worn the uniform on leave in her home town of Toledo, Ohio, and her family has been impressed with the "much younger looking" style. Her husband David prefers it to the older uniform. Her aunt, a retired Navy Lieutenant Commander, commented favorably on the new style.

The questionnaires sent with each item ask the wearers opinion on overall appearance, size and fit, and comfort. A typical item is a proposed tank top sweater which is being tested in red and blue. The questionnaire asks the wearer for a color preference on this item. The questionnaires are sent to the Navy Clothing and Textile Research Unit of Natick, Massachusetts.

The women who are testing the uniforms are expecting to get together for a couple days so that the program coordinators can get first hand information on the wearers findings. At that time the findings of the test group can be compiled and sent to the Commandant for final decision.



Lori models the light blue summer knit top with Coast Guard Blue skirt.

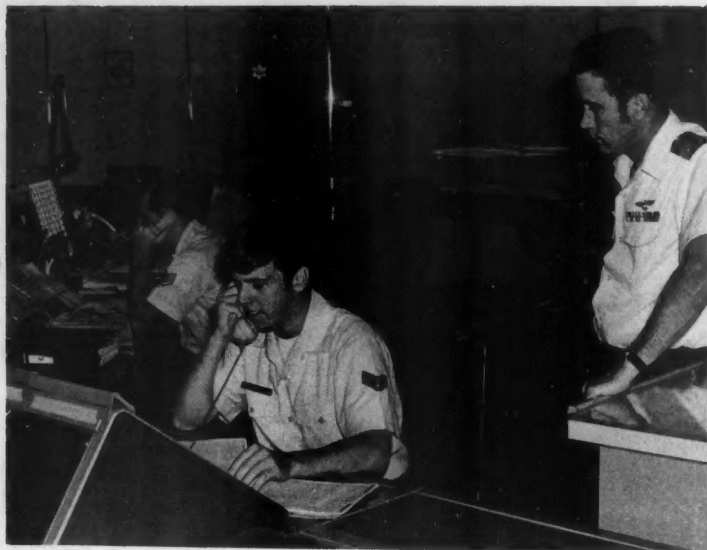


YN2 Dave Sta tton attaches the battle streamers to the Coast Guard Ensign held by YN3 Lori Schrock.

ROGERS JOINS THE AIR FORCE

by PA1 Chuck Kern

LCDR Rogers listens in as Sgt. Ridgley gets updated information on a search and rescue case.



Lieutenant Commander Gary Rogers has joined the Air Force. Don't misunderstand, this career Coast Guard Aviation Officer is still wearing Coast Guard Blue, but he has recently been assigned to the Air Force Rescue Coordination Center at Scott Air Force Base. Our office received a news release from the Director of Inland Search And Rescue at the base and at first I thought the story would be a study in contrast. After all, a Coast Guard flying officer with many years of experience in the air stationed at an Air Force Base in a Rescue Coordination Center, the first Coast Guard Officer in the new billet, an inland assignment after service at Air Station Elizabeth City, North Carolina and Barbers Point, Hawaii, would be quite a change.

I went over to Scott to talk with him and get his impressions on his new assignment. The center is located just inside the main gate at the bustling Air Force Base in rural Illinois. The RCC itself is a large communications center with two story high ceilings. On the front wall is a ceiling high map of the forty eight contiguous states. A teletype receiver from the Federal Aviation Agency stands guard for any reports of missing or overdue aircraft. There is a computer input directly to Coast Guard Headquarters which can feed them information on active search cases. In the center of this large room telephone consoles are manned by enlisted watchstanders and commissioned officer controllers. Each console has several telephone lines on a rotary connection, if one is in use the next call automatically is transferred to the next available number. The consoles can complete a bridge or conference call connecting the center, the originator of a call for assistance, and the assisting agencies whose help is requested. This capability helps eliminate errors which could arise from third or fourth hand information.

The primary agency which assists in air searches is the Civil Air Patrol. A map on one wall of the RCC shows the boundaries of the eight CAP regions. Resource files on the communications consoles lists the names and telephone numbers of all assisting agencies in the country. In addition to the CAP, Coast Guard, and State and Local police departments, the RCC works with many volunteer agencies. The file includes such private organizations as the National Ski Patrol, Mountain Rescue Association, Search and Rescue Dog Association, SAR Explorer Scouts, National Jeep Search and Rescue Association, Air Search Foundation, and the National Association of Search and Rescue Coordinators.

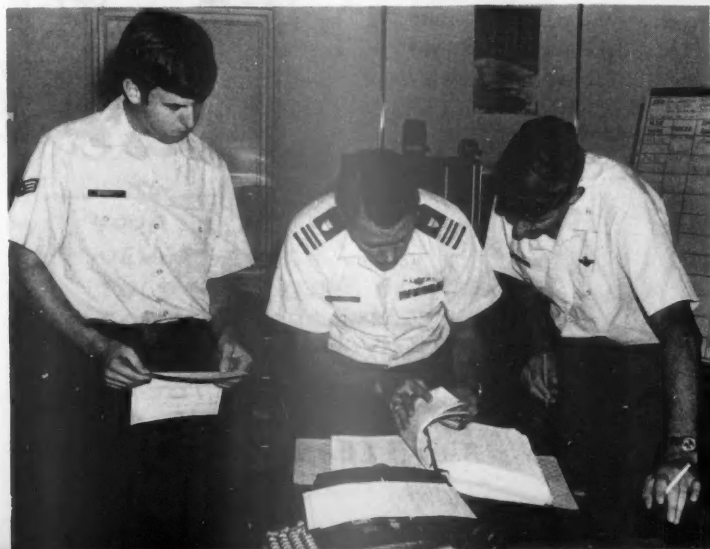
Another map in the front of the RCC shows the location of ELTs, Electronic Locating Transmitters. All military and most civilian aircraft have the transmitters on board. Impact causes the transmitters to emit a signal which can be used to pinpoint the site of a crash. Unfortunately many inexpensive units as used in small private aircraft can start transmitting unnecessarily. If an ELT signal is picked up along the flight path of an overdue aircraft, the area would be used as the base for a search.

All cases, either active or suspended, are held in folders in an extensive case file. The folder contains all messages pertaining to the case, information on areas searched, assisting agencies, hours of search, number of persons searching, and anything else relative to the case. Charts, documents, and copies of the situation reports can be sent by facsimile machine over phone lines to other cooperating agencies. The Air Force RCC and The Canadian and Mexican RCCs communicate and coordinate their efforts on incidents of mutual concern.

The Coast Guard is responsible for the Maritime SAR Region, which includes the navigable waterways, the Great Lakes, and the oceanic areas surrounding the United States. Consequently, Air Force and Coast Guard RCCs are frequently in contact with one another. It is not unusual for the AFRCC to use Coast Guard SAR forces in the Inland Region, and quite often the Coast Guard calls upon the AFRCC for specific forces to use in the Maritime Region.

After visiting the Center and talking with LCDR Rogers, any ideas I had of a story based on the uniqueness of his assignment were forgotten. There are many more similarities than differences in the two services' Search and Rescue responsibilities. The motto of the Air Force RCC is "That Others May Live" which has so much in common with the Coast Guards' humanitarian mission. The National Search and Rescue School at Coast Guard Base New York has Coast Guard and Air Force instructors. The Air Force sergeants and controllers who stand watches in AFRCC are trained at the National SAR School as was Gary Rogers. From a distance a Coast Guard Blue uniform doesn't look all that much different from the Air Force Blue, until you get closer and notice the shoulder boards on the Coast Guard Officers shirt. The story of LCDR Rogers assignment is one of mutual cooperation between the two services, a sharing of experience and knowledge toward a common goal ... Search and Rescue, That Others May Live.

LCDR Gary Rogers checks resource file during SAR incident.



The Rescue Coordination Center has all the necessary research material to provide information for an active search and rescue mission. Lieutenant Commander Rogers, Lt. Col. Gene Dillow, and Sgt. Bill Ridgley check out the specifications on a missing aircraft.

REFLECTIONS ON POLLUTION CLEANUP



THE GOOD HUMOR OF
GOOD FRIENDS WILL
OFTEN HELP LIGHTEN
THE LOAD AND PASS
THE TIME DURING A
CLEANUP OPERATION

Pollution is a serious problem as everyone knows, however everything in life has it's lighter aspect. J. D. Aiguier of the Marine Safety Office in Huntington, West Virginia sent us some of his illustrations of the humorous side of pollution cleanup.



SOME TYPES OF POLLUTION
ARE WORSE THAN OTHERS



COMMANDING OFFICERS
ARE AS LIABLE TO THE
LAW OF GRAVITY AS
THE LEAST OF US



YOU SHOULD NEVER TRY
TO WASH YOUR HANDS
IN A POLLUTED STREAM
BEFORE EATING LUNCH



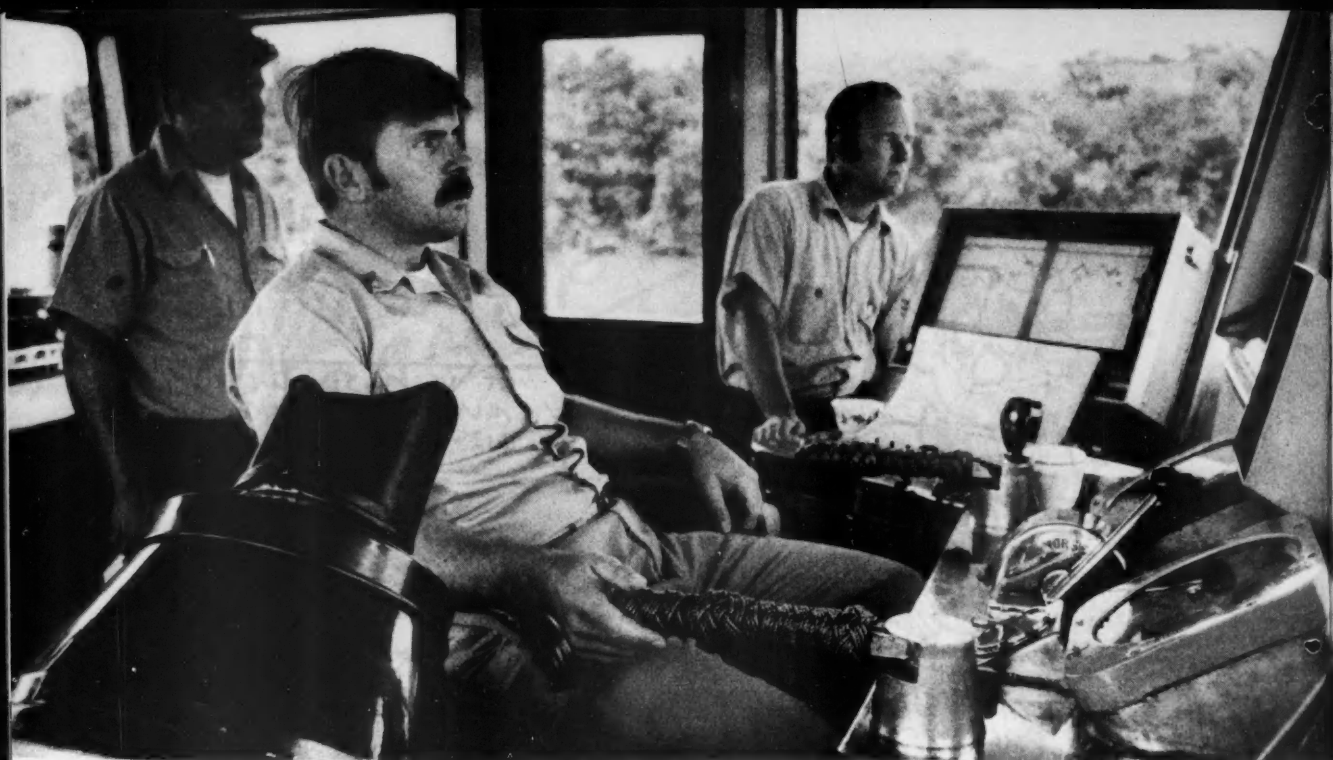
YOUR SEA STORIES WILL
NEVER MATCH THE ONES
TOLD BY THE CLEANUP
CONTRACTORS — SO WHY
BOTTER TRYING?

IT IS ALSO WISE TO
AVOID BATHING IN
OIL-POLLUTED WATERS



THE SIMPLE CREATURE
COMFORTS WILL BECOME
IMPORTANT AFTER A FEW
DAYS AND NIGHTS ON
THE JOB

Joe



TO SEE OURSELVES AS OTHERS SEE US



MISSION BEGINS . . . The Coast Guard Cutter Sangamon churned its way upbound on the Illinois River out of Peoria Lake at 8:45 A. M. Monday, June 23.

Sometimes in the course of our day to day duties, we lose sight of the significance of our job in the overall mission of the Coast Guard. When this happens, it takes someone unfamiliar with the service to tell it's story. Such was the case when James Keeran, a reporter for the Daily Pantograph in Bloomington, Illinois took a four day trip on the Cutter Sangamon. These are his pictures and story:

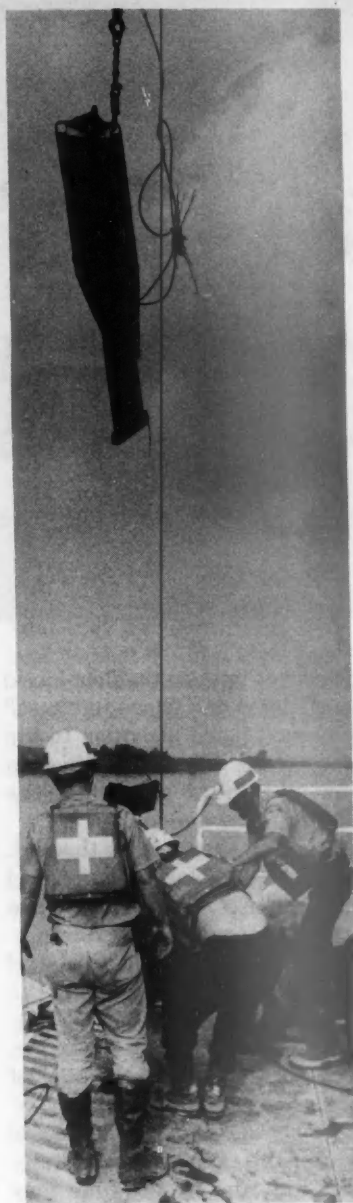
WORKING WATER HIGHWAY SANGAMON'S TASK

The Illinois River comes into existence when the Des Plaines and Kankakee rivers flow together about 12 miles southeast of Joliet, forming a major link in the drainage chain for the Midwest that eventually empties into the Gulf of Mexico.

It is a playground for thousand of pleasure seekers. It is a death trap for some.

And it is a highway over which is shipped nearly 35 million tons of food, fuel and other materials in a year.

The men of the Coast Guard Cutter Sangamon are the road crew. This is their story. It is simple. They mark the road.



WRESTLING A SINKER . . . Crew wrestles with half-ton sinker while boom holds aloft the buoy to which it is attached.

Members of a tiny unit (by usual military standards), they are stationed aboard the ship at home port in East Peoria. In their routine they will spend a week in home port and a week on the river, week in, week out, year in, year out.

And their jobs are completed despite the weather or the current.

At 0845, 23 June 1975, the Sangamon, a 65-foot buoy tender pushing a 76-foot barge, was under way, upbound servicing aids to navigation. A reporter was on board to find out what its crew members do.

CLEANED SHIP

The crew, it was said, had spent the weekend cleaning the ship from bow to stern. To the reporter's untrained eye it still looked a mess. This did not fit, he thought, his image of a "cutter". There was no glamour. The men were not dressed in spotless whites and the ship itself did not have that razor-sharp front end ready to slice its way through even the highest river waves.

Instead, the men working on the front end of the "ship" wore what looked to be blue work shirts and dirty pants. They perspired in the river humidity and there was dirt under their fingernails.

And their vessel was square at both ends; built low to the water. There was no captain — wearing sunglasses and shouting crisp orders from the bridge to a group of men who all snap to.

The day was overcast, but hot. It was close.

And when the reporter asked to see the commanding officer, he was told to climb down a heavy wooden ladder to the lower deck of the ship and step through a small steel door into a crowded little room.

There was the "captain", a crisp looking man, young, dressed in khaki, talking loudly over a telephone to be heard above the roar of an engine somewhere.

He finished and turned to the stranger in the room: "Chief Lott," he introduced himself above the engine.

For every man in the galley (that was what the small room turned out to be) there were two eyes on the reporter, and each asked the question: "Now what in the hell is this all about?"

The reporter introduced himself and was told: "We'll be under way here in a little while.."

He was told he could put his gear in the berthing quarters and that he could get "squared away after we get under way."

The roar of the engines continued, as did the din of conversation.



RETRIEVING BUOY . . . In its daily chores the Sangamon's crew often leaves the mother ship in a small boat, goes into shallow water and retrieves a buoy, in this case a can.

A rather round fellow named LeRoy Hicks, who was shadowed by a rather boyish looking fellow named Jerry Sink, helped the reporter stow his gear in a small room about midship. It was literally refrigerated by two window air conditioners.

NUMEROUS BUNKS

Eight men sleep in it, two in bunks against each outer bulkhead (wall) and four more in the middle. There is a small passageway between the bunks on each bulkhead and the ones in the middle; there are eight lockers in the back bulkhead, next to which is a mirror; there is a window in each outer bulkhead, and there is a sign which says no one is permitted to smoke in the room at any time. "This is the berthing quarters," said Hicks. The reporter put his battered suitcase in a corner. "Birthing quarters?" "Where the men sleep," answered Hicks quickly. He spoke fast. The reporter felt stupid. Birthing quarters? "Men don't know nothin' 'bout . . ." skimmed through his mind. He was aboard this thing and he knew nothing about it.

The reporter did not even know if he was on a boat or a ship, or what the difference was.

He did not know who got saluted and called sir, what the order of command was, "booie" or "boy", if it was port from starboard, stem from stern, bridge from a bridge.

And what was this thing called a barge Hicks was taking him onto now?

'NO SMOKING'

They walked past red lines on the floor (deck) with "no smoking" signs and "hard hat area" signs and nobody paid much attention to the reporter's cigar as Hicks did his level best to explain that they were in the area where the main work of the ship was done.

The place was a mess, the reporter thought. It was littered with red and black hulks of steel and stacks of huge concrete blocks, and in the middle of it all was a pale orange-colored crane.

With it, some men were lifting the steel things and putting them on either side of the deck, each according to color.

The concrete blocks were already stacked on both sides of the ship, blocking any kind of passage other than climbing.

Hicks led the way back toward the noise and swowed the reporter the engine room, but any conversation was lost, and by the time they were able to hear again the order came: "Stand by to get under way."

Within minutes the Sangamon was moving away from its dock and heading toward the river.

The reporter was taking pictures. The captain was on an upstairs deck looking around when he saw something on the dock.

LEFT BEHIND

He yelled to a young man watching: "Bruce, is that our fire nozzle?" Bruce looked. Sure enough, a nozzle for one of the Sangamon's fire hoses had been left behind.

The engines roared and slowly the ship inched back toward the dock while Bruce, ashore, was running to hand the nozzle to one of the men aboard.

That mission accomplished, the ship was under way again and the reporter was in the bridge as it passed under a bridge.

And he was getting his first lesson on what the Coast Guard did in the Illinois River when he got another of life's many lessons on the human condition in general.

It came in the course of a radio conversation.

"Coast Guard Cutter Sangamon. Coast Guard Cutter Sangamon." came the voice. "This is Coast Guard Depot, East Peoria. Over."

Answered the Sangamon: "Coast Guard Depot, East Peoria. This is the Coast Guard Cutter Sangamon. Over."

"Coast Guard Depot. Over."

"WHAT IS IT?"

Chief Boatswains Mate Charles Lott, officer in charge of the Sangamon: "Yeah, depot, what is it?"

"Hey, chief, I got your cook back here."

Then they remembered on the Sangamon that they had sent the cook to buy some food and had left without him.

Amid chuckles, it was decided the depot would bring the cook and his cargo out to the Sangamon in a small boat saving the Sangamon from having to put in someplace else and losing time.

And the reporter remembered that wherever people are, they are just that — people, some ordinary and some not ordinary.

He would discover during the four-day upbound trip that the men of the Sangamon are plain men, doing a job.

Some of them like it. Some of them do not. But the job gets done.

Ronald Pandolfi, a first class boatswains mate, was sitting behind the "sticks" of the Coast Guard Cutter Sangamon in the Illinois River when he picked up a nearby microphone and said: "Stand by to drag a can". Charles Lott, a chief boatswains mate and top man on the Sangamon, was standing near Pandolfi, watching the crew work a short time later when Pandolfi said, again over the microphone: "Stand by to nun."

Each time he said something like that over the ship's loudspeaker system, about four or five young men, dressed in blue work clothing and hard hats and life jackets, would scramble into sight and set to work, for they knew that Pandolfi was not talking about container and religious women when he spoke of cans and nuns.

But on that drab morning of June 23 there was another person on the bridge with Lott and Pandolfi, a reporter, and he had not the slightest notion what the men talking on the bridge were talking about or what the crew below was doing.

He stood there on the bridge watching Peoria Lake flow around him and the City of Peoria fade in the distance as the Sangamon moved northward at about nine miles an hour and the chief explained.

Chief Lott, a 14-year veteran, loves the Coast Guard. He has since he joined at the age of 17 because a friend had done the same a month earlier and "I wasn't doing much else around home there (which is in Texas) and I thought I'd see what it was like someplace else."

He has seen what it was like on two seven-month trips at sea on an ice breaker, on Five Finger Light Station in Alaska (an island 150 feet wide and 180 feet long) for a year, and on various inland waterways as he rose in rank from seaman apprentice to chief.

And now for two months he has been learning about the Illinois from the bridge of the Sangamon.

"Red right returning," he told the reporter. The reporter was not understanding.

There are, the chief said, two types of buoys — black cans and red nuns, or cans and nuns.

"Why, the reporter was to ask later, "do they call them nuns and cans?"

Pandolfi: "You answer that one, chief. That's one for you."

Chief Lott: "That's a good question."

But that is what they are called and the red nuns are placed on the right side of a navigable channel.

That is, said the chief, the right side if one is returning from sea.

And, since every river eventually empties into some sort of sea, if one is upbound and the channel is marked, the nuns will be on one's right and the cans on one's left.

GUARANTEE

"We," said the chief, meaning the Sangamon, "guarantee 10 feet of water." Meaning, he went on to explain, that the channel of the Illinois River will be at least 10 feet deep, except during exceptionally low periods, between the buoys (pronounced boobies by everyone aboard the Sangamon but also correctly pronounced boys, according to "The Coast Guardsmans Manual," the rulebook for both men and women of the Coast Guard.

It really took another full day for it all to become clear to the reporter.

He would stand on the bridge, the top floor room from which the ship is operated, or he would walk around on the buoy deck of the barge, where most of the heavy work goes on.

The Sangamon is actually a towboat, the reporter learned. It is 65 feet and 8 inches long and it pushes a 76-foot-long barge.

That is where the reporter was standing, wearing a hard hat and a bulky life jacket on that Monday afternoon late in June when it started to rain.

But nobody went inside and the Sangamon kept on moving. "Stand by to nun," the reporter heard. And then he felt something pushing against his right shoulder.

CLOSE CALL

He casually stepped in the direction he was being pushed and he noticed that in doing so he had walked away from the cab of the crane which was swinging around in such a manner as to knock the reporter into a pile of half-ton buoy sinkers had he not moved. But that was not its purpose.

Kenny Schaefer, deck supervisor, was in the cab and moving the boom into position to lift a red buoy from its stack to a place more ready for it to be pushed into the river.

In the meantime Ron Hogsett and Larry Parks were getting ready to push another nun and sinker into the river.

Kirby Storts and Cameron McCrodden were guiding the boom and hooking it onto a nun when all aboard heard a short blast of the ship's horn and Hogsett and Parks pushed and jumped back.

There was a large splash as the sinker broke the surface of the river, but by that time Hogsett and Parks were out of the way and Schaefer was lowering the nun into the position where the other had been.

In a few moments a new sinker was in the place of the one that Parks had just pushed overboard, the ship had not stopped its forward motion, every man on the deck was wet from the rain, the reporter was wondering what he was doing standing out in it with only a handkerchief over the lens of his camera and he was getting an idea of what was going on.

PURPOSE

This is it, the main function of the Sangamon, a \$2.5 million vessel, and its crew:

By the use of radar which indicates the ship's exact location in the river, by use of a depth finder and by use of the crew's muscles, the Sangamon had placed a buoy in the river in the exact spot according to a map of the river made by the Corps of Engineers and available to any river navigator who needs to know where he or she is, and in how much water, at any given moment.

The crew did that about fifteen times on the first day of its June upbound trip and it also moved back into place an equal number of buoys that had been dragged from their original locations.

At times the Sangamon would stop and a crew would go ashore to service a shore light, which marks the shore at night, or to replace or repair a day marker, which does the same thing in daylight.

And at other times a smaller crew would board a small motor boat off the Sangamon and go out to retrieve a buoy which had washed ashore.



BUOY LOSS

The Sangamon, said the chief, is responsible for about 650 buoys, 160 shore lights and 50 day markers. He also said that between 600 and 700 buoys a year are lost because they are hit by barges and broken from their sinkers.

Many buoys are recovered, but the sinkers are lost to the mud of the river bottom.

In that first 14-hour work day the crew had done only a small part of its yearly job, but the men were tired and ready when the chief announced, "We're going to put in for the night." The place was Starved Rock Marina.

"Need a beer," said the chief, "Need a beer after today." "Need more than one," said a crewman, and that is what the four men granted liberty for the evening drank — more than one.

The reporter missed breakfast the next morning because by the time he got out of his bunk, dressed and stopped by the head, the cook was in the middle of preparing lunch and the rest of the crew was preparing to get under way, upbound checking aids to navigation. But the reporter at least knew what that meant. The towboat Brandon passed about sundown, pushing 15 empty coal barges.

The river churned white for 50 yards behind it as the Sangamon continued up. Then it became as glass again.

The light of the second day of this upbound work trip for the men of the Sangamon and the reporter assigned to tell their story had only a few hours left of life, but the events of the day were not even half finished.

That day, Tuesday, 24 June 1975 as it is in the log of the Coast Guard Cutter Sangamon, began for the reporter when he arose too late for breakfast. It got steadily better.

Although Edward Rittlinger, a second class Subsistence Specialist who has been a Coast Guard cook for nearly 11 years, was somewhat unhappy, he made his 11 other shipmates and the reporter very happy with:

A loaf of bread and some hamburger buns mixed together with four eggs and 16 ounces of chopped clams: seasoned with salt, pepper, garlic salt and lemon juice; mixed with very hot water to make it moist; rolled into little balls about two inches in diameter, placed upon two large fresh shrimp that have been shelled, deveined, split and flattened on the buttered bottom of a baking pan; and baked for about 45 minutes in a moderate oven with another paprika-seasoned shrimp placed on top.



CREW PLEASER . . . Edward Rittlinger, the Sangamon's cook, is at work about an hour before the rest of the crew is awake. His stuffed shrimp is a crew pleaser.

GOOD STUFF

It is, said Rittlinger, stuffed shrimp. It is, said most of the other 12 men aboard the Sangamon, very good to eat and few of the 78 shrimp that Rittlinger used that day were left.

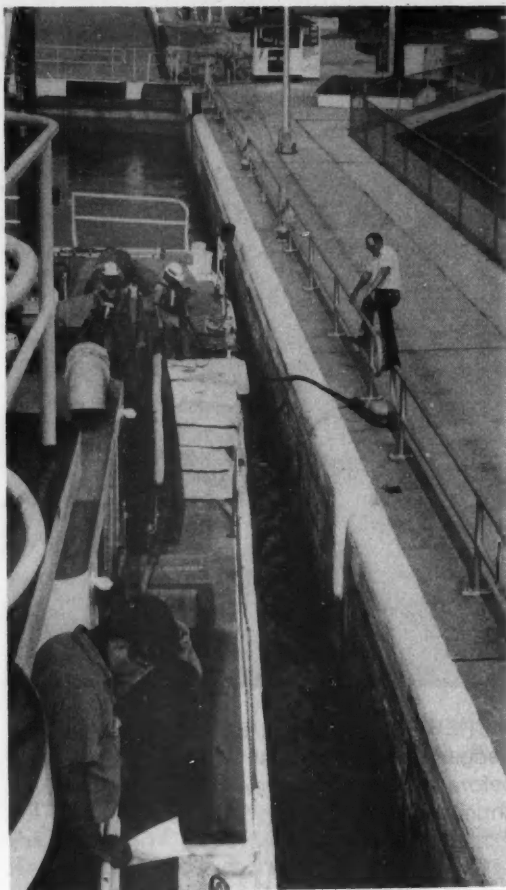
His nickname is "Cooky" and he makes the men on board a little happier serving such niceties as pork chops, chili con carne, submarine sandwiches, breaded veal, grilled steaks with sauteed mushrooms and onions, and French toast or omelettes for breakfast — all on the \$2.78 per day per man the Coast Guard allows him for food.

He is modest about his skill and says that "sometimes people have a basic knack for throwing things together."

But he is unhappy, too, for while he is serving aboard the Sangamon on the Illinois River, his wife is living near his last duty station in Maine because she has allergies which prevent her from moving to the Midwest. Often, to take his mind off things in general, the cook will put together plastic models of ships. That, for him, "is something like meditation."

Others on the Sangamon do their meditating with something more standard: A Bible.

Bill Galinato is the ship's yeoman (he does the paperwork.)



SAILING LOCKS . . . The cutter travels 142.9 miles on its upbound trip and must pass through three locks each way. It is a 20 to 30 minute process if there are no delays.

MESSED UP

He is a Chicago native who says he "messed up in high school" and almost dropped out. But, he said, in order to get in the service he needed a high school diploma.

Galinato did finally succeed in getting it. A minister helped him decide on the Coast Guard, where he met Dave Horn, a first class boatswains mate who will finish 20 years of service and retire in January, and who attends Averyville Baptist Church in East Peoria.

At Horn's urging Galinato began attending the church and, he says, he was saved about a month ago.

In addition to studying various courses through the Coast Guard, Galinato spends an hour a night with a self-Bible study "so I don't start messing up."

During other free time, when his yeoman duties are finished, Galinato may be found discussing his church and his beliefs with the other men on board.

One of them with whom he found much in common was LeRoy Hicks, who had been on the Sangamon for only 60 days and who was spending his last days of that temporary duty on the upbound trip.

Hicks was about to return to his last duty station in St. Louis for the final two months of his four years in the Coast Guard and then he was determined to make the training he got pay off; for, he said: "I traded four years of my life to learn something."

He, too, is in the Coast Guard because of his religion and he says God made it all possible.

POTENTIAL SUICIDE

Before he was saved (on Oct. 18, 1970), Hicks said: "I was one of the kinds of people who was always calling the hot lines about suicide."

He also was in trouble with the law and served six months probation for shoplifting.

"I was," he said, "outside God's plan." Through the influence of a friend, he found the Assembly of God Church and now he wants to be a minister of the faith.

But that is not an easy thing in that particular denomination. Most ministers in Assemblies, Hicks said, are people who get jobs outside the church to earn a living, then start their own congregations.

In order to prepare himself for that outside job, Hicks has studied diesel engines, auto tune-up, front-end alignment, steering and suspension systems, welding, and air conditioning, refrigeration and heating. "I've got a whole stack of certificates at home," he said.

EXCITEMENT

And despite the fact that he will be out of the Coast Guard by September, he was among the men mustered in the galley that Tuesday night after the Brandon had passed downbound, after the Sangamon had cleared the Dresden Island Lock upbound and had failed to find enough water to dock at either of two marinas southwest of Joliet on the Des Plaines River, and after the Sangamon had turned downbound, who heard an "instructional unit" on service-wide examinations for promotions presented by the chief while Ron Pandolfi, the executive officer, ran the ship. And it was shortly thereafter that something, slightly exciting happened aboard the Sangamon.

Night had fallen and the Sangamon was moored at the north entrance of the Dresden Island Lock, waiting for the first nine barges being pushed by the Brandon, which it had passed a few hours ago, to go through.

The Sangamon was to lock through with the Brandon and its last six barges.

Normally it would have been a fairly difficult maneuver to guide the Sangamon into the lock, alongside the other towboat with only a few feet to spare between the two boats and between the Sangamon and the lock wall.

But Pandolfi's job, complicated by the down current and the darkness, was made further difficult when a breeze kicked up out of the west.

"Whew!" said the pilot, "I'm nervous." And he waited and paced a bit and then the lock was ready for him. He backed the ship away from the pier. He reversed the spin of the Sangamon's screws and moved the ship forward. He aimed the ship with the rudder sticks. It glided into the lock and stopped without touching a thing. About two minutes had elapsed.

An hour later the Sangamon was tied to two trees at Morris. Hicks and Galinato were discussing church with a third crewman. Pandolfi was off the bridge after guiding the ship through a slight fog to the mooring, some of the men were preparing to go ashore to find a bar, and the reporter was in his bunk falling asleep and trying to figure out if there was any cosmic meaning to the Sangamon and its crew and the river.

The Brandon still was not out of the way. The Coast Guard Cutter Sangamon had passed the towboat Brandon and its 15 barges twice the day before, once upbound and again after the Sangamon had gone to the end of its run and turned downbound on the Illinois River.

The Sangamon had been tied to a couple of trees at Morris for the night and the Brandon had passed in the fog, only to tie up itself before going through the Marseilles Lock.

It was Wednesday, 25 June 1975. It was Charles Lott's 32nd birthday. He is the officer in charge of the Sangamon, and nobody on board had remembered the occasion.

It was midday, bright and hot. And the Sangamon was now tied to a couple of trees at Illini State Park with nothing to do until it could join the Brandon downstream in the lock.

Most of the work for the four-day trip had been completed during the first two days-during the upbound trip.

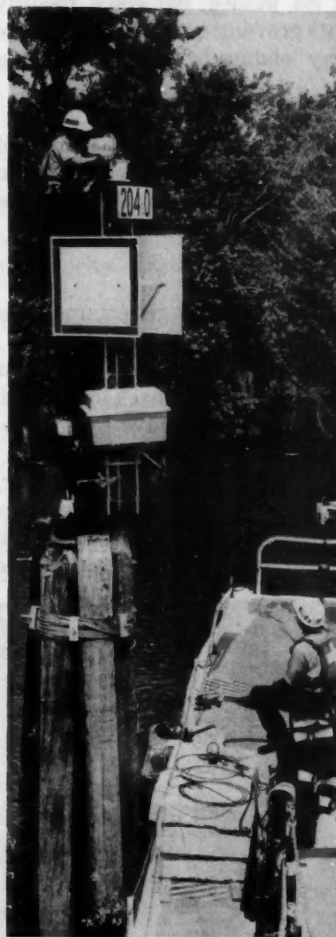
Now all that needed to be done was keep the ship in order and service a couple of shore lights before putting in at home port, East Peoria, the next afternoon. That and wait for the Brandon.

Then the leader of a couple of troops of Girl Scouts on a field day in the state park approached the ship and asked for an educational tour.

LeRoy Hicks, the man on temporary assignment to the Sangamon who has only two more months of his four-year hitch left to serve in the Coast Guard, got the assignment.

And, while the Scouts were not allowed on board, they were treated to a 15 minute question and answer period.

Hicks told them most buoys used on the Illinois River weigh 150 pounds and are worth about \$200 each, the sinkers to which they are attached weigh 1,000 pounds, the buoys are repaired and the sinkers made by a separate Coast Guard unit also stationed at East Peoria, there is a \$20 reward for stray buoys left in the river where the Coast Guard can get them if the finder attaches his or her name and address, the Sangamon is powered by two 300 horsepower diesel engines and has a top speed of about 12 miles per hour.



MORE EQUIPMENT

The Scouts did not ask and Hicks did not tell them that the Sangamon also has three other large engines to generate electricity, two fresh-water pumps, eight window air conditioners, a clothes washer and dryer and two drinking fountains. But the Scouts were appreciative of his time and they sang to him as they walked away: Barges, Barges, I would like to go with you. I would like to sail the ocean blue.

After another uneventful day in its 13 year history on the Illinois, the Sangamon tied up at Hennepin, famous for a four-lane highway that goes nowhere, and three of the crew members went ashore to Vic's Tap, where an oldtimer who had indeed sailed the ocean blue bought them bottled beer because Vic's Tap does not sell beer on tap. He traded stories with them about his war experiences in the Pacific and their river experiences on the inland waterways of America.

The reporter, who had traveled now three days with the Sangamon, listened for awhile and then went back to the ship to read its log.

On his way he passed two very healthy marijuana plants growing quite close to a large wooden stairway leading to the boat docking area.

MADE HIM THINK

And that made him think about stories of servicemen abroad and at home who turn to liquor and narcotics for solace from either the hunkum or pressure of life in the military.

And that, in turn, made him reflect upon the Sangamon and its men.

Ashore three men are drinking beer and telling stories. They will be back on board before midnight and will not have hangovers the next morning.

On board the chief is sitting in the galley, alone on his birthday, watching television before turning in early. He perhaps is thinking of his wife and children, who are visiting her

parents in Minnesota, wanting to be with them and feeling the loneliness of his position on ship.

The yeoman, Bill Galinato, is reading his Bible study, sitting on the deck in a lighted area near the bow of the ship.

The first class petty officers, Dave Horn, who is responsible for the operation of the ship's machinery and equipment, and Ron Pandolfi, the chief's assistant, are in the quarters they share; Horn perhaps thinking of his retirement in January and where he wants to settle with his wife and son and what work he might find, and Pandolfi, who at 28 has nine more years before retirement and who wants to advance in rank before doing so, thinking perhaps about playing with his children and eating his wife's cooking.

RELIGIOUS MEN

They, too, are religious men and both spend most of their time away from the ship in church activities.

Jerry Sink, who has been on board only four days, is on the bridge with a couple of the more experienced men on the 1800 to 2400 watch, learning what to watch for and writing in the log: "Inspected vessel, all secure,"

It is midnight and the watch is relieved. It is a calm night with six miles visibility. The temperature is 66 degrees and barometer reads 29.96 inches.

In eight hours the crew will stand at attention while the flag is raised. In ten hours and twenty minutes the ship will get under way, downbound, servicing A to N (aids to navigation).

And in seventeen hours and fifty five minutes the ship will be moored starboard side to home port, Coast Guard Depot, East Peoria, Illinois, after having been on the river seventy eight hours and ten minutes, after replacing twenty seven missing buoys and servicing seven shore lights and day markers, and after finding twenty stray buoys between mile 162.4 and mile 285.3.





NOW YOU CAN GO "FIRST CLASS"

Honolulu — The Hale Koa resort hotel (Hawaiian for House of Warriors) was dedicated June 30 during ceremonies in Honolulu, Hawaii.

The \$17.4 million 15-story, 416-room hotel will serve all military, active and retired beginning October 17, 1975.

Located at the Armed Forces Recreation Center at Fort DeRussy in the heart of Honolulu's famed Waikiki, the Hale Koa will cater to all grades. While reservations are on a first come, first serve basis active duty enlisted personnel will be given priority. Reservations are currently being taken for the hotel's opening date.

Room rates range from \$12 to \$25, depending on the number of occupants and location of the room. Rooms on higher floors offer splendid views of the sea and Waikiki with a slight increase in price.

Hawaiian and Polynesian decor will be prominent in the Hale Koa's many dining and refreshment rooms. Guests can walk from the beach into an informal Barefoot Bar, or relax in the Warriors Lounge, Salt Cutter Bar, Mauka Lounge, and Pele's Cauldron (Pele is the goddess of Hawaii's live volcanoes).

Continental cuisine with a Polynesian flair will be highlighted in the Hale Koa Room. Dining may be enjoyed at noon and in the evening while taking advantage of the Hale Koa Room's panoramic view of Waikiki. The coffee shop, called the Territorial Exchange, will offer breakfast, lunch, and dinner, all at moderate prices, in a turn-of-the-century Hawaiian atmosphere.

For parties, groups, or conventions the Waikiki Ballroom will seat up to 355 guests, or provide cocktail accommodations for up to 700.

Other specialty services will include car rentals, tour and travel desks, beauty and barber shops, flower shop and laundry facilities.

Transportation to military golf courses throughout Oahu will also be available.

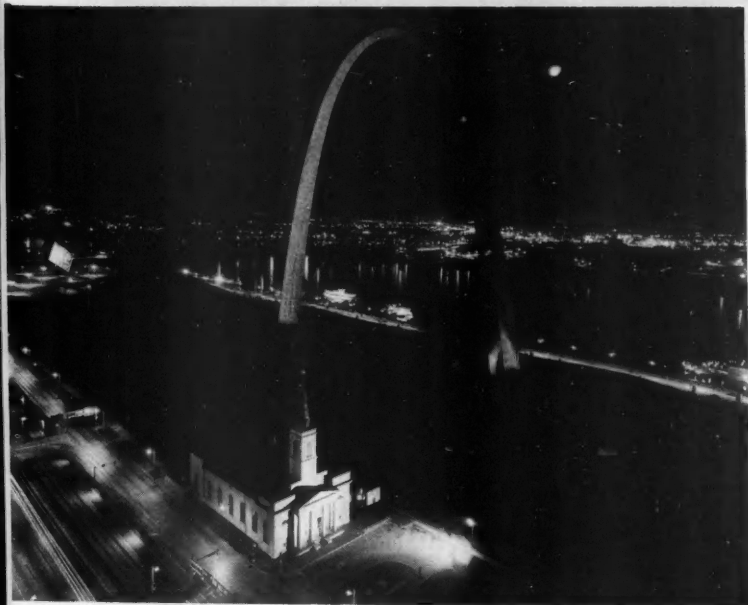
For reservations beginning October 17, 1975, personnel should write to Hale Koa Reservations Office, 2055 Kalia Road, Honolulu, Hawaii 96815. Prospective guests are asked to specify dates and alternate dates, types of accommodations desired, and to include a \$20 deposit per room (check or money order payable to the Hale Koa Hotel) confirming their reservations.

If the hotel is unable to provide the service desired, the deposit will be returned. Telephone # 818-955-0555 for more info.

ST. LOUIS HAS IT A TO Z

photos by PAC Jim Whalen

Current slogans and advertising campaigns by the St. Louis Chamber Of Commerce, and the Convention and Tourist Board of St. Louis tell us that "St. Louis has it from A to Z." As District Headquarters for the Second District St. Louis hosts many Coast Guard conventions. Reservists spend a couple weeks here each year. Its attractions should not be overlooked as a possible vacation target for personnel stationed in other areas of this big, sprawling district. Chief Photojournalist Jim Whalen currently stationed at the Coast Guard Institute submitted these photos of his home town. River Currents would welcome photos from other areas in the Second District for these pages. Photographers, here's your chance to see your pictures in print.

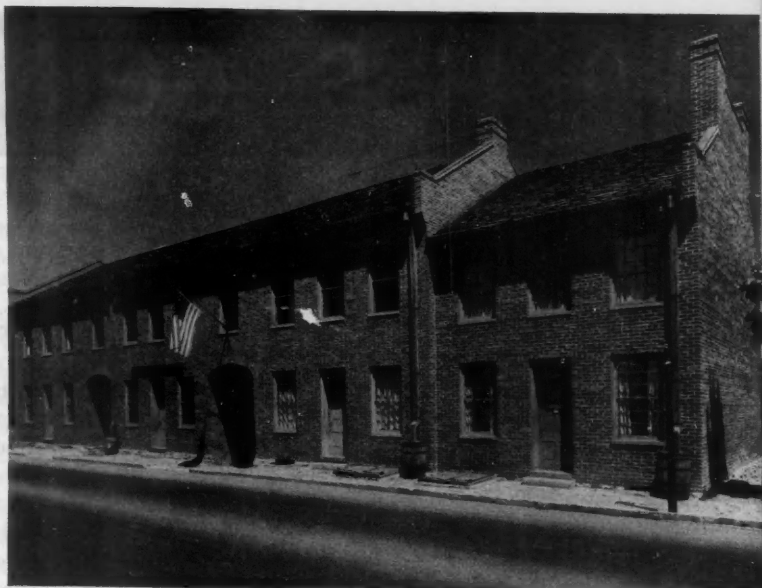


Downtown St. Louis means the Gateway Arch, The Old Cathedral, and boat rides on the river.

Busch Stadium, the home of the baseball and football Cardinals. You can almost hear the roar of the crowd as Jim Hart throws a game winning pass or Lou Brock steals another base.



This is Missouri's first capital, in St. Charles, Mo.



One of the St. Louis area's unique restaurants, Noahs Ark in St. Charles is always popular with the whole family.

This dining room at Daniel Boone's home has beautifully carved wood trim and fireplace mantels. All the carving was done by Boone.



WHAT'S GOING ON

On the 11th of June, the men of GROUP PARIS searched for over three hours for a Tennessee man fishing on the Big Sandy River. The man was located safe and sound at Lakeview Manor Dock where he had wisely pulled in because of heavy weather. When the man tied up at the facility and forgot to inform friends, they became concerned and notified the Coast Guard.

Fire and water are two elements that are not supposed to mix, but the men of COTP, ST. LOUIS could tell you differently. On the 11th day of June the Lockmaster at Lock 27 reported a propane pipeline on fire as it crossed under the Mississippi River at mile 191.8. The St. Louis COTP sent an overland unit to the scene and got a boat underway. The fire was monitored by the Coast Guard until the gas company could send a diver down to repair the underwater pipeline.

The St. Louis Police Department notified BASE ST. LOUIS on the 17th of June that a car was left parked on the I 270 bridge with the engine running and that there was a possibility someone had jumped from the bridge. The Base sent a 14 foot boat and trailer and men to the scene to search the area. The Coast Guard search continued for two days with no results. Five days after the initial report the police were notified of a body floating down the river and called Base St. Louis. Coast Guardsmen from the base picked up the body and returned to the base to turn the body over to the police.

Apparently a faulty fuel transfer hose on a tank barge in Nashville claimed the life of a tankerman and caused extensive fire damage to two tank barges on June 19th. MSO NASHVILLE was informed of the fire and directed traffic around the incident and searched for the body of the tankerman who reportedly jumped overboard when the fuel ignited.

On June 26th an unexpected sand bar, a call from a worried relative, and a report from a passing towboat added up to a long night for the men of GROUP LOWER MISSISSIPPI RIVER. At one thirty that morning the group office received a call reporting two men overdue on a boating trip on the river. A minute later the towboat Berniece sighted three persons stranded on a sandbar. Memphis Police helicopter crews checked the scene and found that the stranded persons were the people reported overdue. The Coast Guardsmen from the group secured the boat and took the men ashore.

The weekend of June 27th and 28th was a busy one for Second District Coast Guardsmen. The RESCUE COORDINATION CENTER IN ST. LOUIS received a call from the captain of the two boat Katherine L. shortly after midnight on the 27th. He reported the collision of his vessel with an eighteen foot pleasure boat. The Katherine L. was north bound just above Portage De Sioux when the collision occurred. The towboat launched its' small boat and picked up the operator of the pleasure craft, Sherman Lamere of Alton, Illinois. The St. Charles County sheriff sent a rescue boat and Lamere was taken to St. Joseph Hospital in Alton, Illinois for examination. The tow boats' captain told the Coast Guard the small craft was not displaying lights at the time the collision occurred.

Sunday the 28th kept up the pace as the busy weekend continued. A 28 foot cabin cruiser exploded and burned at the Commodore Marina in Nashville at 1:30 Sunday afternoon. The explosion occurred as the vessels' engines were started just after the fuel tanks were refueled. The two passengers on the pleasure craft fortunately escaped uninjured when the vessel exploded. A fire swept the facility involving 60 other vessels. Early estimates placed the extent of damage at around a million dollars, but no injury resulted. The COAST GUARD MARINE SAFETY OFFICE IN NASHVILLE was notified an hour later sent its' harbor patrol boat to the scene. The Nashville Coast Guardsmen assisted by towing disabled craft from the scene of the disaster and aided in the fire fight. The reflash watch was finally secured at 7:15 PM. The marina will make arrangements for cleanup of what has been described as minor pollution.

At 3:40 Sunday June 28, an unidentified person frantically called the St. Louis Police Department and reported a young boy had fallen into the river at the "foot of Hill Street". The department dispatched a patrol car to the area of Hill Street in South St. Louis along the Mississippi River and notified BASE ST. LOUIS. A 30 foot patrol boat from the base got underway and proceeded to the scene about a mile upriver. When the police patrol car arrived on the scene they called their headquarters and reported they were unable to locate the caller or any sign of a problem in the area of the reported incident. The Coast Guard patrol boat searched the area until 5 PM and returned to the base. Later it was determined that the incident had occurred on the Meramec River and Kiefer Creek in South St. Louis County. The caller in his haste had notified the wrong police department. A Coast Guard 17 foot boat on a trailer was dispatched to the scene at first light and joined the search until the boys body was recovered.

Mr. Albert Powers of 9 Mary St., Evansville, Indiana notified the Coast Guard Cutter LANTANA that his brother Kenneth Voght had disappeared in the Ohio River near Evansville Sunday June 28th. The Lantana notified the local authorities and the 17 foot small boat from GROUP OHIO RIVER got underway to assist in the search. The 171034, local sheriffs deputies and members of the COAST GUARD AUXILIARY searched the area of the incident until nightfall when the search had to be suspended due to darkness. At 6:45 the next morning the 17 footer returned to the search area and assisted in the search until the body was recovered by the local county sheriffs deputies and identified.

Personnel from MARINE SAFETY OFFICE ST. LOUIS investigated a collision involving the towboat Gopher State and fifteen barges with Lock and Dam 25 in Winfield, Missouri. According to the lockmaster, the towboat suffered a mechanical failure as it was navigating through the lock. The Corps of Engineers repaired the lock gate and no pollution resulted from the incident.

INTERESTED IN INTELLIGENCE DUTY? Commandant Notice 1326 lists qualifications for this challenging duty. Article 4-C-19, Personnel Manual, CG-207 will be amended to reflect provisions of the notice. After reading Commandant Notice 1326, qualified applicants are encouraged to seek further information concerning the duties and responsibilities of a Coast Guard special agent from Commandant (G-OIS) or the district commander (oil).



Kenneth McFelea Jr., presented his father with a unique fathers day present, a six year enlistment in the Coast Guard. In the enlistment ceremony which took place during the Owensboro Regatta, Kenneth enlisted in the Machinery Technician Training Program. His father Kenneth McFelea Sr. is Commanding Officer of the Coast Guard Cutter LANTANA.

ELT STARTS SEARCH ON TENNESSEE RIVER

On the 19th of July, St. Louis Radio received a message from GROUP TENNESSEE RIVER. The group received a call at 4:45 AM from Captain Marsh, Scott Rescue Center that an emergency locator transmitter signal had been received by a high flying aircraft. The signal was being transmitted from an area approximately 5 miles south of the Coast Guard Depot at Paris, Tennessee. The story in this issue explains how these transmitters are activated by impact. A seventeen foot boat from the depot got underway to search the area. The search was conducted by seventeen footer on instructions from a Civil Air Patrol plane conducting air search. At 7:45 that morning the men in the seventeen footer were notified that the plane they were searching for had been spotted from the air. The plane probably had made a hard landing which had activated the ELT. At 9 AM men from the depot contacted the pilot of the aircraft who secured the transmitter.

CWO2 (ELC) William L. Dibble has assumed command of DANA INDIANA LORAN STATION. He relieved CWO4 Glen W. Patterson who recently retired.



BMI Gary R. DeWitt, Officer In Charge of USCG DEPOT PEORIA is shown reenlisting, possibly for the last time. He will have completed twenty years service in June 1979. The oath was administered by LCDR John Stimis USNR, Commanding Officer of the Naval Marine Corps Center in Peoria.

Commander Bobby G. Burns was relieved as Commanding Officer of the MSO HUNTINGTON the first of July by Lieutenant Commander David Zawadzki. Commander Burns departed Huntington to report to Commander Second Coast Guard District for assignment as CHIEF COMMERCIAL VESSEL SAFETY BRANCH. Lieutenant Commander Zawadzki will be interim acting Commanding Officer of MSO Huntington until the arrival of regularly assigned Commanding Officer Commander Theottis Wood from MSO Honolulu in early August.

COAST GUARD CREW WINS NINTH NAVAL DISTRICT SAILING CHAMPIONSHIP

YN2 Preston Haglin of the Director of Auxiliary, Western Region Office here seems to be as fast on water as on ice. Preston plays hockey and coaches a high school hockey team during the winter months. During the summer he takes to the water and he is equally at home in a sailboat. On the 18th of July the Coast Guard crew skippered by Preston won the 9th Naval District Sailing Championship. His crew consisted of LTJG C.D Eide and ENS G. D. Jenkins. He left Geat Lakes after the race win and headed for Naval Air Station Pensacola where he and his crew will be entered in the East Coast Sailing Championship. Good Luck Preston.

OUR NEW DIRECTOR OF AUXILIARY

It's a pleasure to welcome Commander Richard M. Connor to the Second Coast Guard District in his new position as the Director of Auxiliary (dca).

Cdr Connor comes to St. Louis from Port Angeles, Washington, where he has been the Commanding Officer of the Coast Guard Air Station. He is a 17 year Coast Guard veteran.

Prior to receiving his direct commission as a Coast Guard aviator in 1958, Cdr Connor served as a Second Lieutenant in the United States Marine Corp. He received his aviator training at the Naval Air Station at Pensacola, Florida.

Our new director's Coast Guard career started at the Coast Guard Air Station in Elizabeth City, N. C. Additionally he has served at Coast Guard air stations in Kodiak, Alaska, Houston, Texas, and at Coast Guard Activities, Guam.

Cdr Connor married Catherine Scoggins of Havelock, N. C., a year before he entered the Coast Guard. The couple has two children, Michael and Connie.

Our new director of auxiliary is an avid sports fan and is active on both local golf courses and bowling alleys.

He wears a Coast Guard Unit Commendation, the National Defense Service Medal and has received several Coast Guard Letters of Commendations.

PHOTOGRAPHERS, TAKE OFF YOUR LENS CAPS

Photographers and camera buffs should begin assembling their pictures pertaining to naval and maritime subjects in hopes of winning one of the \$100 prizes awarded by the United States Naval Institute.

This year the Institute will award 10 prizes and the winning photographs will appear in a 1976 issue of Proceedings magazine. Everyone is eligible to enter, but submission is limited to five entries. Photographs need not be taken in the calendar year of entry, making many fine old prints eligible for long deserved recognition.

Entries must be either black and white prints or color transparencies. Minimum print size is 5 x 7 inches; minimum transparency size is 35MM. Glass mounted transparencies will not be accepted. The photographer's name, address and picture caption must be printed or typed on a separate sheet of paper and attached to the back of each print; the above information must also be printed on the transparency mount.

To be eligible, entries must arrive at the Naval Institute, Annapolis, Maryland 21402, by December 31, 1975.



On June 4th Governor Robert Bennett of Kansas signed the Safe Boating Week proclamation in his office. With the Governor is CWO4 W.T. Pierce, Commander GROUP MISSOURI RIVER and Miss Safe Boating for the area.

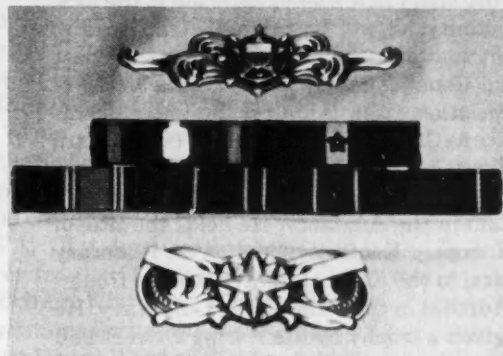
Several changes to the U.S. Coast Guard Mast Guide, CG-441 have been made and should be noted by all personnel authorized to administer NJP. Second District Notice 5812 lists the changes contained in the latest edition of the Mast Guide.

STRAIGHT SHOOTER AT INSTITUTE

ASCM Charles J. Dugan, an instructor at the Coast Guard Institute in Oklahoma City, recently participated in the U.S. International Shooting Championships. The championships, sponsored by the National Rifle Association, were held in Phoenix, Arizona during the 12th through the 18th of June. The top shooters from this meet will represent the United States in the Pan American Games later this year. Dugan participated in the international centre-fire .38 cal. portion of the shoot. Although he didn't qualify for the Pan Am Games, on the final day of competition he fired 586 out of a possible 600 with the winner shooting 593.

Dugan was the only Coast Guardsman invited to this tournament. No newcomer to international shooting, he competed in the World Games trials in 1969, the Pan American tryouts in 1970 and the Olympic trials in 1971. He was also the only Coast Guardsman in these events.

Dugan has been shooting competitively for the Coast Guard for 20 years. He wears the Distinguished Pistol Shot Medal and is a member of the exclusive NRA "2600 Club".



UNIFORM NOTES:::

Since the authorization of the Cuttermans insignia, there has been some confusion as to the proper wearing of Breast Insignia on the uniform. Since uniform regulations many times are misleading some persons have worn two devices above medals or ribbons. This is incorrect. When one device (such as the Cuttermans or Coxwains insignia) are worn alone the device should be centered immediately above the pocket. When either of the devices are worn with ribbons or medals, the insignia should be centered above the medals or ribbons. When two (2) insignia are worn with ribbons or medals, one insignia shall be centered immediately above, and the other immediately below the ribbons or medals. The photo shows wearing of Coxwain and Cuttermans insignia in combination with ribbons. The insignia of the specialty in which the individual is currently serving or the most recent would be above the ribbons or medals.

The long sleeve white shirt has been adopted as a required uniform item. Seabag quantity will be one each. All personnel on active duty must procure one. Small stores price is set at \$3.45 and small stores at Base St. Louis tells us they expect initial shipments in two to three weeks. Specific times for wearing the long sleeve shirt have not been definitely established, and it is not expected to be a high usage item.

LCDR William J. Ledoux, GROUP OHIO RIVER COMMANDER since September 1972, will be reporting to Coast Guard Headquarters the first of August. His new assignment will be as a Flag Plot Duty Officer. During his tour of duty as Commander, Group Ohio River he has won the respect of the military and civilian community for his work in boating safety, local regattas, and as head of a busy group. When he leaves the Second District, in addition to the best wishes of the men who served with him and the many new friends he made in the local community he will be taking a trunkload of honors and awards. He is receiving the Coast Guard Commendation Medal and a letter of appreciation from Admiral Bursley for his service as Group Commander. The Coast Guard Auxiliary has made him an Honorary Member of the Auxiliary and an Honorary Division Captain in the Auxiliary. He holds the title of an Honorary Kentucky Colonel, an Honorary Admiral in the Kentucky Navy, and an Honorary Admiral in the Falls of The Ohio Navy. He was given a trophy by the Racing Drivers and Owners Association for his work on the powerboat regattas in his area. The American Powerboat Association presented him with a plaque and he also received the Silver Schooner Award from Anheuser Busch.

POLAR SEA LAUNCHED IN SEATTLE

In ceremonies at Lockheed Shipbuilding and Construction Company in Seattle, June 24th the second "Polar Class" icebreaker was launched. The Commandant of the Coast Guard, Admiral Siler, was on hand for the ceremonies and his wife Betty Siler christened the newest addition to the Coast Guard fleet. In Admiral Siler's speech he talked of the ship's capabilities and advanced design over the older, smaller, "Wind Class" icebreakers.

He mentioned a new personnel rotation system for the Polar Sea and her sister ship the Polar Star. Three crews would be assigned between the two ships. A crew would be on board each of the icebreakers while the third crew would be ashore engaged in training and maintenance. The shore time would also be used for well earned leave which, due to the intensive deployment schedule, would be difficult to take while on board the ship. He commented that the overlapping of crews is expected to keep morale and efficiency at a high level.

He mentioned the Coast Guard's involvement in the "Alaskan Patrol" which began with the purchase of Alaska over a century ago. He said "Now it is fitting that in this era of detente, our Coast Guard icebreakers are still sailing in the Bering Sea, aiding American vessels, as well as those of Canada and other nations." "These Alaskan patrols have taken on a new significance in the past few years with the discovery of oil at Prudhoe Bay. I am sure that the Polar Sea and its sister ship will see considerable duty in the next few years off the oil fields of the North Slope of Alaska. The first oil is scheduled to flow through the pipeline to Valdez in 1977, and with it will come new responsibilities for the Coast Guard. We will install a vessel traffic system — to safeguard the passage of heavily laden tankers in Valdez Harbor. Their destination will be our continental West Coast. Many of these tankers will sail into Puget Sound. Just last September, we effected the compulsory use of the modern vessel traffic system and its control here in Seattle."

He pointed out the international significance of the Coast Guard's role in worldwide icebreaking. "I feel strongly that the new Coast Guard icebreakers can be an instrument of service to *all* mankind as well as a protector of our nation's interests. In the approaching era of trans-polar commerce, our icebreakers stand ready to free the ships of any nation that may become entrapped in an icepack. At the same time this vessel is a monumental instrument of American sea power. Secretary of State Henry Kissinger recently told the St. Louis World Affairs Council, 'The future of the oceans will be shaped in the next few years. At stake are the reach of our navies, the safety of shipping lanes, the rights to vast economic resources, and the choice between chaos and the rule of law across three-quarters of this earth.'"

In summing up his remarks he said that his wish for the Polar Sea is that she prove worthy of the fine men who sail her.

I stand in the pastel hues of a hot summer's day in a beautiful forest amid fern, flower and vine, and feel glad that I was created by the One who created this forest, the mountain and the sea. Sometimes, I feel I was there when it all began.

Read about the excellence of God's works in Psalm Eight. It's in The Bible, and that's



"WHERE IT'S AT"

COAST GUARD RESERVE

AIR NATIONAL GUARD TEAM UP

From: Coast Guard Reserve Unit, So. Charleston, W. Va.

Recently the U. S. Coast Guard Reserve Unit from So. Charleston, W. Va. and the West Virginia Air National Guard from Charleston, W. Va. teamed up in an aerial survey mission of the Kanawha and Ohio Rivers.

The mission set up by Commander William Tangelos, Commanding Officer of the CG reserve unit and Colonel Ralph L. Cowgill, Commander of the 130th Special Operations Group, was designed to survey the Kanawha River from the head waters at Gauley Bridge just pass the Winfield Locks and the Ohio River from Huntington, W. Va. to Marietta, Ohio.

The aim of the mission was to detect whether pollution could be detected from the air and the source pinpointed. Flying between 2,500 and 2,000 feet in a W. Va. Air National Guard C-119 Lima fixed wing aircraft, facilities along the rivers could be observed and in several cases areas of possible violation could be spotted. Another reason for the mission was to determine whether there were any hazards to navigation that might need to be corrected.

Arriving at the West Virginia Air National Guard Base [WVANG] at the Kanawha Airport at 0830 on 10 May 1975, Ens. James Ullian, Operations Officer for the CG reserve unit, Ens. Stephen Mojonner, MSO Huntington, and Petty Officers Richard White and William White were briefed by Maj. Herbert N. Mills, of the 130th Special Operations Group who served as pilot for the mission. 1st Lt. Mike Warren, co-pilot and Staff Sergeant Benny Warden, flight engineer were also aboard the flight.

The mission, which lasted approx. 2 and 1/2 hours, yielded information that would have been otherwise unobtainable by the CG reserve unit. Aerial photographs of most of the facilities and possible obstructions to navigation were taken to be used in the future in determining the operations of the So. Charleston Coast Guard reserve unit.

The mission deemed a success has opened up possible future missions conducted by both fixed wing aircraft and helicopters.

A debt is owed to the WVANG for the services they rendered in the preparation and execution of this mission.

Did You Know?

Years ago ships told the time by ringing the bell. The day was divided into six watches of four hours each, beginning at midnight. The end of the first half-hour of a watch was announced by one stroke of the ships bell. Another stroke was rung for each succeeding half hour, until eight bells was struck. The strokes were rung in pairs. Eight bells was reached at 4, 8, and 12 O'clock which marked the end of each watch.

Did You Know?

The first wireless messages to be sent and received in the United States were exchanged between temporary installations at Navesink Lighthouse on the Highlands of New Jersey and the steamer Ponce, on September 30, 1899, under the direction of Signor Marconi, and here again the first experimental radiobeacon was set up in January 1917.

Did You Know?

The first electric lighted buoys to be used in this country were placed in operation in 1888, in the Gedney Channel leading to New York Harbor. A boiler and engine house was erected at Sandy Hook N.J. to supply the necessary current, and a long cable was laid along the bottom of New York Bay, shorter cables branching off at suitable intervals, to supply the individual buoys.



COMMANDER
SECOND COAST GUARD DISTRICT
ST. LOUIS, MISSOURI 63103

I am pleased to note this District's 5% increase in participation in the Payroll Savings Plan as a result of the recent 1975 Savings Bond Campaign. While our overall average of 77% is below the Servicewide goal of 90%, the increase is a significant step toward that goal.

To those commands with over 90% participation, I extend my appreciation for your continuing support of this important program. I ask those units under 90%, particularly those under 80%, to improve your participation during the coming year. If you undertake a steady effort throughout the year, especially in informing new personnel as they report, you will probably achieve surer progress than through a crash program during the one or two months period of the annual campaign.

I am confident that with your assistance we can reach our goal and continue this important support of our Country and the financial well-being of our personnel.

G. H. Patrick Bursley
G. H. PATRICK BURSLEY

Current District Wide Savings Bond Participation As of 31 May

<i>Unit</i>	<i>Percentage</i>	Depot Peoria	80	Bosdet Yankton	100
District Office	85	Depot Pine Bluff	75	CGC Chena	67
MSO Cincinnati	67	Depot Point Pleasant	50	CGC Cheyenne	73
MSO Dubuque	100	Depot Sallisaw	80	CGC Chippewa	45
MSO Huntington	90	Depot Sewickley	75	CGC Cimmaron	46
MSO Louisville	83	Depot Sheffield	100	CGC Forsythia	67
MSO Memphis	79	Depot Vicksburg	40	CGC Foxglove	88
MSO Nashville	86	RO Cincinnati	100	CGC Gasconade	75
MSO Paducah	80	RO Denver	75	CGC Kanawha	69
MSO Pittsburgh	82	RO Kansas City	67	CGC Kickapoo	77
MSO St. Louis	78	RO Louisville	100	CGC Lantana	55
GROUP LOWER MISS.	72	RO Memphis	80	CGC Muskingham	100
GROUP MISSOURI R.	83	RO Minneapolis	80	CGC Obion	73
GROUP OHIO RIVER	100	RO Omaha	60	CGC Oleander	78
GROUP TENN. RIVER	80	RO Pittsburgh	83	CGC Osage	36
LORSTA DANA, IND.	67	RO St. Louis	100	CGC Ouachita	64
OMEGA STATION	72	RO Tulsa	100	CGC Patoka	77
Depot Chattanooga	75	Bosdet 2 Dist.	80	CGC Sangamon	75
Depot Dubuque	75	Bosdet Ft. Smith	75	CGC Scioto	64
Depot Greenville	50	Bosdet Hastings	100	CGC Sumac	62
Depot Hickman	50	Bosdet Knoxville	100	CGC Sycamore	89
Depot Leavenworth	50	Bosdet Lake Ozarks	100	CGC Wyaconda	82
Depot Memphis	57	Bosdet Madison	80	Reserve Sta.	
Depot Natchez	25	Bosdet Marietta	75	Keepers	57
Depot Owensboro	100	Bosdet Paducah	67	CG Institute	83
Depot Paris	80	Bosdet Sheffield	75	NATTC Memphis	70
				Misc.	81
				TOTAL	77



Disc-jockey Walter Vaughn of WIL Radio is the subject of this months photo page by PA2 Denny Hubbard. Denny spent a week at the St. Louis radio station as part of an internship program for Photojournalists. During the week at WIL he worked with the stations newsmen and studied their news writing style.

PHOTOGRAPHERS PAGE

by PA2 Dennis Hubbard





